



2005 Unified Planning Work Program

**The Wichita-Sedgwick County
Metropolitan Planning Organization**

UNIFIED PLANNING WORK PROGRAM, 2005

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Kansas Department of Transportation, and in cooperation with the Kansas Department of Transportation, Wichita Transit, and the Wichita-Sedgwick County MPO.

The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Kansas Secretary of Transportation, the Federal Highway Administration or the Federal Transit Administration.

Wichita-Sedgwick County Metropolitan Planning Organization Policy Body

Morris K Dunlap,	Chairman
Harold Warner Jr,	Vice-Chair

James Barfield	Bob Hernandez
Elizabeth Bishop	Bill Johnson
Darrell Downing	Ronald Marnell
Frank Garofalo	John W. McKay Jr.
Gary Gibbs	M. S. Mitchell
Bernard Hentzen	Denise Sherman

TRANSPORTATION PLANNING PROCESS CERTIFICATION STATEMENT

The Wichita-Sedgwick County Metropolitan Planning Organization hereby certifies that it is carrying out a continuing, cooperative and comprehensive transportation planning process for the region in accordance with the applicable requirements of:

- (1) Section 134 of Title 23, U.S.C., Section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and 23 CFR Part 450;
- (2) Section 174 and 176(c) and (d) of Clean Air Act (42 U.S.C. 7504, 7506(c) and (d));
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurances executed by the State of Kansas under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1003(b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) (and subsequent sections of the Transportation Equity Act for the 21st Century, TEA-21, approved on June 9, 1998) regarding the involvement of disadvantaged business enterprises (DBEs) in FHWA and FTA funded projects (Public Law 97-424, Section 105(f); 49 C.F.R. Part 23); and
- (5) The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37 and 38).

Morris K Dunlap, Chairman

Date:

CERTIFICATION OF RESTRICTIONS ON LOBBYING

I, Morris K Dunlap, MPO Chairman, hereby certify on behalf of the Wichita-Sedgwick County Metropolitan Planning Organization that to the best of my knowledge:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclose accordingly.

The certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code.

Executed this_ day of _, 2004.

By _____,

Chairman, Wichita-Sedgwick County MPO

Introduction

This document is the Unified Planning Work Program (UPWP) for the Wichita-Sedgwick County Metropolitan Planning Organization (WSCMPO), containing the transportation planning activities and related tasks to be accomplished during fiscal year 2004, as required under the metropolitan transportation planning regulations of the Transportation Equity Act for the 21st Century, or TEA-21.

Federal Regulations require that a Metropolitan Planning Organization (MPO) be designated for each urbanized area with a population of at least 50,000, and that the metropolitan area have a continuing, cooperative, and comprehensive (3C) transportation planning process that results in plans and programs that consider all transportation modes, and supports metropolitan community development and social goals. These plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods. This document is intended to help facilitate that process.

Purpose and Duration of the UPWP

The UPWP for the Wichita Metropolitan Area identifies the work tasks undertaken by the MPO to address metropolitan area transportation planning activities of the current Wichita-Sedgwick County Metropolitan Planning Organization (MPO). These work tasks will be conducted over the course of the fiscal year of January 1, 2005 through December 31, 2005.

Participating Agencies

The following agencies have roles in the development, implementation, approval of, and/or funding of this UPWP:

U.S. Department of Transportation

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly approve the UPWP. These two federal agencies provide valuable input into the process leading to the development of this document.

FHWA develops regulations, policies, and guidelines to achieve safety, access, economic development, and other goals of FHWA programs, and provides technical training, education, and assistance to state and local transportation agency managers and staff, our own staff, and partner agency employees.

The FTA's mission is to provide leadership, technical assistance and financial resources for safe, technologically advanced public transportation that enhances all citizens' mobility and accessibility, improves America's communities and natural environment, and strengthens the national economy.

The FHWA also provides technical expertise in areas such as: Roadway and bridge design, construction, and maintenance, value engineering and other project and program evaluation tools, policy and planning, highway safety, intelligent transportation systems, environmental protection and enhancement, innovative financing, land acquisition, research, development, and technology transfer.

Kansas Department of Transportation (KDOT)

The MPO works cooperatively with the Kansas Department of Transportation (KDOT) and in carrying out all of its transportation planning activities. State representatives serve on the Technical Advisory Committee (TAC), and on other committees as required. The KDOT has

planning offices with personnel designated as liaisons for metropolitan planning and programming, and are responsible for a number of activities that affect the metropolitan planning process. They are charged with the development of statewide long-range plans, and participate in the development of the MPO's long-range transportation plan. The State also develops a statewide transportation improvement program (STIP), and the MPO's Transportation Improvement Program (TIP) is adopted into it by reference.

The KDOT also serves as the conduit between the MPO and federal transportation agencies (i.e. FHWA and FTA). While the MPO also has direct contact with these agencies, some communications with federal agencies is channeled through the KDOT.

KDOT's headquarters are in Topeka with six District Offices, 26 Area Offices and 112 Sub-Area Offices across the state.

Wichita Transit

Wichita Transit (WT) provides public transit and paratransit services within the city of Wichita. The transit system currently operates 51 buses and 26 wheelchair lift vans on 18 fixed routes, 18 demand-response paratransit routes operated by the department, and 5 paratransit vans operated under a lease program with other social service agencies. Annually, WT carried over two million passengers on the fixed route bus service, and over 320,000 disabled passengers on paratransit vans.

The M P O

Geographic Region Of The MPO

Typically, the MPO's planning area includes the Census-defined Urbanized Areas (UZA) plus the area that is likely to urbanize over the next twenty years. The Wichita-Sedgwick County MPO's planning region consists of Sedgwick County in its entirety, plus parts of Butler and Sumner Counties as identified by the latter two counties.

The Adjusted UZA is wholly contained within the MPO's Planning Area and includes the cities of Andover and an area surrounding Andover in Butler County, the cities of Bel Aire, Derby, Eastborough, Goddard, Haysville, Kechi, Maize, Mulvane and an area surrounding Mulvane in Sumner County, Park City, Valley Center, Wichita, and sections of unincorporated Sedgwick County that will urbanize over the planning period. The current planning period extends to the year 2030.

MPO Organization

The Metropolitan Area Planning Commission (MAPC) serves as the Policy Body of the MPO, and the Wichita-Sedgwick County Metropolitan Area Planning Department (MAPD) provides staffing for the MPO. The MAPC also serves as the advisory commission for City of Wichita and Sedgwick County on comprehensive planning, zoning and development issues.

The MPO is presently composed of fourteen members. The Sedgwick County Board of County Commissioners appoints seven of the fourteen members, and the Wichita City Council appoints the remaining seven. However, the MPO Policy Body will include additional members to represent areas not currently represented by the MAPC. Butler County and the City of Andover have mutually agreed to delegate a representative to join the MPO Policy Body. Small cities within Sedgwick County will be represented by two nominees from the Sedgwick County Association of Cities (SCAC). WT will also be represented on the MPO Policy Body, whereas the KDOT will have ex-officio status. There is no indication from Sumner County at this time if it seeks to nominate a voting member to the Policy Body. Since the MAPD staffs the MPO, the MAPD Director oversees the MPO staff activities. The Director of the Wichita-Sedgwick County Metropolitan Planning Department also serves as Secretary to the MAPC for planning commission activities for the City of Wichita and Sedgwick County and is answerable to the Wichita City Manager and the Sedgwick County Board of County Commissioners.

The MPO is charged with preparing three essential documents to carry out its responsibilities:

- A long-range Transportation Plan (LRTP), updated at least once in five years, covering a minimum planning horizon of twenty years.
- A Transportation Improvement Program (TIP) produced at least every two years, identifying the first five-year priorities of the Long Range Transportation Plan. The document includes a fiscally constrained list of projects that are regionally significant and consistent with the LRTP.
- An annual Unified Planning Work Program (UPWP), identifying the activities that the MPO will undertake for that fiscal year.

The MPO is also involved in an air quality planning process related to conformity within the Wichita Metropolitan Area. In the event that the Wichita metropolitan area becomes a non-attainment area for air quality, the MPO will perform air quality conformity analyses for projects and programs within the non-attainment area.

Technical aspects of the transportation planning process are coordinated and guided by the TAC, which is made up of engineers and planners from Federal, State, and local agencies with responsibility for transportation. The TAC provides technical guidance to the MPO Policy Body.

The MPO also gets input on matters of policy and jurisdictional coordination from the Coordinating Committee for Transportation Planning (CCT). The chairperson of the MPO Policy Body is also the chair of the CCT. In light of the recent expansion of the Planning and UZA boundaries, and with the proposed expansion of the MPO Policy Body's membership, both the TAC and CCT memberships will also be expanded to assure meaningful coordination in the planning process.

As the local planning commission, the MAPC dates from April 1, 1958, when the planning function for the metropolitan area was formally consolidated. Since the creation of the MAPC, joint resolutions have been passed by the cities of Andale, Bel Aire, Bentley, Cheney, Clearwater, Colwich, Derby, Garden Plain, Goddard, Haysville, Kechi, Maize, Mount Hope, Mulvane, Park City, Sedgwick, Valley Center, and Wichita to become member cities and as such have indicated a willingness to cooperate in the area-wide planning activities of MAPC.

Originally, the primary function of the MAPC was to deal with patterns of future physical growth and development. This responsibility is currently manifested in the ongoing task of preparing, evaluating, recommending, adopting and maintaining a long-range comprehensive plan, holding zoning and subdivision hearings and making recommendations to the Wichita City Council and Sedgwick County Commission. The MAPC has jurisdiction over the subdivision of land within Wichita and the unincorporated areas of Sedgwick County with the exception of specified districts surrounding Haysville, Derby, Mulvane, and Valley Center.

In 1974, the Governor, in cooperation with the local officials, designated the MAPC as the official MPO to be responsible for the federally required transportation planning process within the Wichita Metropolitan Planning Area.

MPO Staff

The Metropolitan Area Planning Department (MAPD) provides the staff for the MPO, and is composed of three Divisions, the Transportation Division, the Advanced Plans Division, and Current Plans. The MAPD is the joint planning department for the City of Wichita and Sedgwick County.

Transportation Division - This Division provides transportation planning support for the City of Wichita and Sedgwick County. It is also responsible for all activities for the MPO, and as such provides planning support to all jurisdictions within the Metropolitan Planning Area.

Planning and research activities may be carried out in a number of areas, including: streets and highways, transit, airports, railroads, bikeways, and air quality. The Transportation Division prepares the transportation plan, and provides technical assistance to other departments, agencies and the general public.

For the MPO, the Transportation Division prepares the LRTP, the TIP, and the UPWP. It also provides Travel Demand Modeling, traffic monitoring, and coordinates major transportation studies and corridor planning studies.

The Transportation Division works on air quality and public involvement activities for the MPO, and facilitates intergovernmental planning between federal, state and local entities. It also coordinates with the KDOT on Urban Area Boundaries, and the Federal Roadway Functional Classification map.

Advanced Plans Division - This division, previously called the Land Use/Research Division, is responsible for researching and analyzing growth and development of the metropolitan area. In addition, they are responsible for preparing comprehensive plan elements (i.e., park and open space, community facilities, etc.), employment, land use, and population projections, CBD planning, annexation, informational assistance for neighborhood planning, and capital improvement programming assistance.

For the MPO, the Advanced Plans Division provides land use, socioeconomic, and demographic information and data. Neighborhood planning and some of the public participation activities take place in this division. The division also assists the MPO with generation of reports and graphic displays.

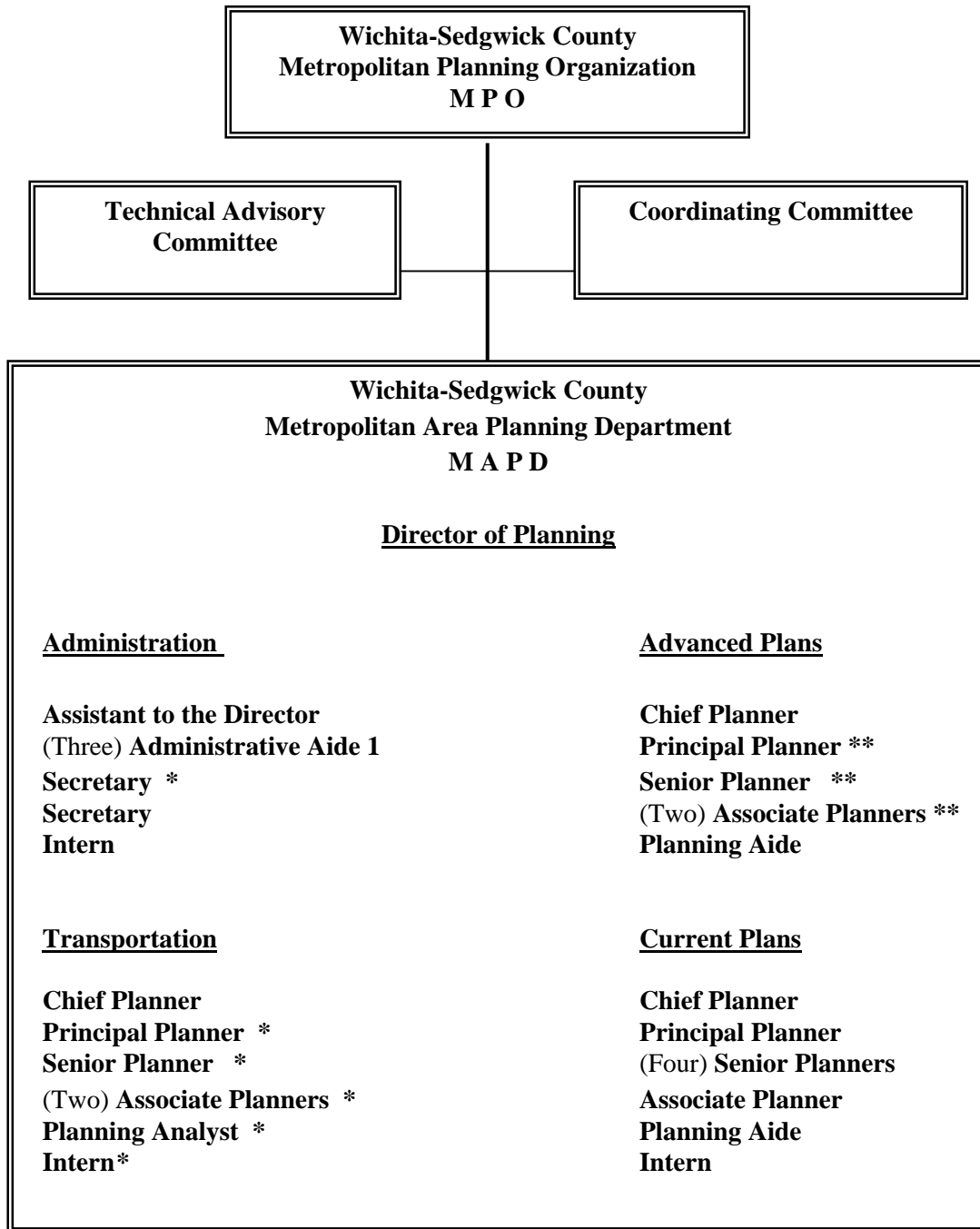
Current Plans Division - The primary responsibility of the Current Plans Division is to process applications for: City and County zoning changes, subdivision review, vacations, dedications, lot splits, conditional and special use requests, community unit plans, and zoning appeals (variances/exceptions). Staff is also responsible for historic preservation, drafting/updating regulatory ordinances and resolutions, responding to requests for regulatory information, and preparing special studies as needed.

For the MPO the Current Plans Division provides graphic and technical expertise, and provides local inputs to the MPO planning process.

Staff services are provided to the following boards, commissions and forums:

- Metropolitan Planning Organization (MPO)
- MPO ad hoc Committee on Transportation Planning
- Metropolitan Area Planning Commission (MAPC)
 - Subdivision Committee (MAPC)
 - Advanced Plans Committee (MAPC)
- Board of Zoning Appeals (City and County)
- Central Plains Quad-County Planning Forum (Regional)
- Transportation Technical Advisory Committee (Local/State/Federal)
- Coordinating Committee on Transportation Planning (Local/State)
- City of Wichita Transit Services (City)
- Historic Preservation Board (City)
- Coordinated Transit District (Regional)

**Composition of the MPO and the Wichita-Sedgwick County
Metropolitan Area Planning Department**



PL & Sec 5303 Planning Funds

* = 100% Federal funding

** = 50% Federal funding

Transportation Planning

Issues, Problems And Opportunities: Transportation planning activities include all major modes involved in moving people and goods within and through the planning region.

The importance of transportation to the local, regional and national interests is apparent in the passage of the Inter-modal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA's purpose was "to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner." ISTEA gave state and local governments more flexibility in determining transportation solutions, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices for all transportation modes. In 1998, ISTEA was succeeded by the Transportation Equity Act for the Twenty-first Century (TEA-21). TEA-21 essentially continues most ISTEA programs that affect metropolitan planning, and was scheduled to expire in October 2003. It is now expected that TEA-21 will be succeeded by a new transportation act in late 2004 or early 2005.

Mobility, the ability to move people and goods from place to place, is of prime importance for the economic well being of the community. While mobility is of prime importance, it must be accomplished under ever increasing constraints. The constraints include energy, societal considerations such as Environmental Justice, the natural environment, and in costs: in monetary costs, and, if unsound decisions occur, in opportunity costs.

It is within these constraints that the transportation planning process must assess all transportation alternatives including inter-modal and multi-modal transportation. It is not anticipated that these constraints will diminish in the future, but in fact, may become more confining and restrictive.

GOALS: The overall goal of transportation planning is to develop a system of transportation programs, facilities and equipment that will fulfill the economic, social, political, and environmental expectations of the communities within the region.

The initial goal is to determine, to the extent possible, what the feasible long-range transportation options are, and to present these options to the citizens and their representatives so that well-informed decisions can be made.

A secondary goal is to develop strategies to implement the LRTP. The implementation strategy of the LRTP will be based upon the financial feasibility of the projects.

MPO Planning Priorities

Expansion of the MPO boundaries: As a consequence of changes within the metropolitan area, and with the results from the year 2000 census, the WSCMPO finds its UZA Boundary expand into areas that are in Butler and Sumner counties, resulting in an MPO planning boundary that extends outside of the previous Wichita urbanized area and Sedgwick County.

The changing urbanized and planning boundaries of the metropolitan areas are in turn leading to changes in representation in the MPO. The MPO Policy Body has recognized the need to expand its membership to include representation from the new planning areas. A proposal with changes to the bylaws and/or the interlocal agreement between the City of Wichita, Sedgwick County and the

communities within the expanded planning areas will be presented to the MPO and the Governor for approval.

Citizen Involvement in the Planning Process: To ensure compliance with required metropolitan planning processes, the MPO is evaluating its public involvement processes to do the following:

Include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs and meets the requirements and criteria specified in Sec. 450.316.

Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State.

Identify actions necessary to comply with the Americans With Disabilities Act of 1990 and U.S. DOT regulations.

Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies, airport and port authorities, toll authorities, appropriate private transportation providers, and where appropriate, city officials.

Provide for the involvement of local, State, and Federal environmental, resource and permit agencies as appropriate.

Updating the Long Range Transportation Plan: The 2030 LRTP will be updated by March 15, 2005. The following key work elements leading to the plan update were completed in 2004:

1. Ran the “Existing & Committed” network for 2002 using the QRS model.
 2. Established future land use scenarios and computed socio-economic data by TAZs for each scenario.
 3. Coordinated land use and growth boundary proposals with all municipalities in the planning area.
- A consulting firm will be used to complete the following tasks required to update the LRTP.
1. Conduct LRTP workshop for confirming schedules, committees, and public involvement and review procedures.
 2. Prepare a report highlighting transportation system changes, existing traffic problems, and state of the transportation system.
 3. Conduct travel demand studies for future scenarios based on assumed demographic and growth scenarios. Current information in QRS format will be put into TRANSCAD format for future use by MPO staff.
 4. Develop mobility reports of existing and future travel demand.
 5. Develop the Transit element of the long-range plan in coordination with the Transit operator.
 6. Present findings from technical studies to the Technical Advisory Committee, the MPO, the District Advisory Boards of the City of Wichita, and the governing bodies.
 7. Compile technical studies and public comments, and prepare the draft Transportation Plan.
 8. Hold public meetings and hearings leading to final adoption.

Intelligent Transportation System (ITS)/Regional Architecture (RA): ITS is aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. Regional architecture of the ITS will provide coordination between all local ITS stakeholders to include KDOT and USDOT. MAPD provides leadership for the ITS Technical and ITS Policy Committees. MAPD assists in seeking federal and state funding and programming of project funds.

The MAPD is leading efforts to complete the ITS/RA to provide a blueprint and strategic plan for implementing several ITS projects in the region. Consultants will be used to provide direction on how best to implement the ITS/RA program.

Congestion Management System (CMS): The CMS results in serious consideration of implementation of strategies that provide the most efficient and effective use of existing and future transportation facilities. With FHWA assistance, the MAPD is preparing a framework for the CMS. This framework will provide guidance to the MPO. A consultant will be retained to assist in preparing a complete CMS including a tool-box of strategies to alleviate congestion.

South Area Transportation Study (SATS): The SATS emphasis is to study transportation needs and to explore alternative alignments in the southeast and southwest quadrants in the southern half of the MPO area. The study will consider the impacts/benefits of higher speed corridors on existing and future developments including access to new economic opportunities. The study will also consider linkages to the Northwest By-pass and K-96 highway, and provide potential corridor preservation opportunities.

Project Selection Criteria (PSC): All project requests for federal funding must be evaluated for the MPO's consideration. PSC will provide measures of effectiveness for all types of projects, including capacity enhancements, transit, bridge and street maintenance projects. A draft PSC is being used to provide the MPO with recommendations from the TAC. A consultant will be retained to revise and update the current PSC.

Public Involvement Policy (PIP): The PIP provides the guidelines for an open decision making process. The policy is developed to assure the public is aware of transportation activities as well as having the opportunity to comment and be involved in the planning process. The PIP has been drafted and proposed for MPO and public review with final approval tentatively scheduled for January 2005.

Work Program Development

Many factors go into the development of this work program. First, the issues and opportunities in each of the program categories are assessed. This assessment includes identifying problems and issues in the community that require the attention of the MPO and MAPD.

Second, requirements of various state and federal agencies with regard to mandated planning and management activities are assessed to identify work activities necessary to assure expectations of statutory requirements, and a continuous flow of State and Federal funds for capital improvements in the metropolitan planning area. MPO staff coordinates the development of the program with KDOT.

Each work item is developed to address the identified related issues, problems, opportunities, and goals. Staff review and revision of these work items serves to eliminate duplication of effort and assure that all issues are being addressed in a coordinated manner.

After the staff drafts the work program, the document is reviewed widely by members and leaders of the community, including the following: the Technical Advisory Committee, the Metropolitan Area Planning Commission, City Council, Sedgwick County Commission, City of Wichita Transit Services, Federal Highway Administration, Federal Transit Administration and Kansas Department of Transportation.

THE WORK PROGRAM METROPOLITAN PLANNING FACTORS

The transportation planning process must explicitly address 7 planning factors identified by TEA-21:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

PLANNING EMPHASIS AREAS FOR FISCAL YEAR 2005¹

The US DOT has identified Planning Emphasis Areas (PEAs) for FY 2004 to help promote consistency in the planning initiatives undertaken at the state and metropolitan levels.

Five major themes for these PEAs have been developed to emphasize specific areas of national concern. These areas include the following:

1. Safety and Security in the Transportation Planning Process; (see section 3.2)
2. Integrated Planning and Environmental Processes; (see section 4.3)
3. Consideration of Management and Operations Within Planning Processes; (see section 3.5 and 3.8)
4. State DOT Consultation With Non-Metropolitan Local Officials; (not applicable)
5. Enhancing the Technical Capacity of Planning Processes. (see section 3.7)

Some emphasis areas are new with limited detail guidance. However, the intent and spirit of the Planning Emphasis Areas, as identified above, have been incorporated into the planning tasks of the 2005 UPWP.

¹ Federal Register: Federal Register/Vol.67, No. 1 January 2, 2002 on page 129 and 130.

THE STRUCTURE OF THE UNIFIED PLANNING WORK PROGRAM

The UPWP is divided into major categories, some of which are further broken down into individual tasks. A final section contains the appropriate tables, including a task element index, summary of estimated expenditures for the previous UPWP, and a summary of proposed expenditures by responsible and participating agencies and funding sources.

The major categories of the UPWP are briefly described as follows:

1.0 Program Support and Administration (ADM)

This section includes those tasks necessary to manage and support both the planning staff and the planning process. They include staff management, financial management and payroll activities, technical support from KDOT, partnering activities among all of the agencies involved in the MPO process, capital equipment purchases and replacements, public involvement and information, development of the UPWP and staff budget, development and update of the Transportation Improvement Program (TIP), and printing and copy costs.

- 1.1 Technical and Staff Support for The MPO and Membership
- 1.2 Public Involvement
- 1.3 Supporting Other Committees

2.0 Comprehensive Planning and Research

This section includes those tasks necessary for the collection and maintenance of transportation data used for analysis and planning purposes by the MPO, state and local governments, and used in developing transportation studies. These tasks include collection and consolidation of traffic counts; Travel; Safety; Demographics; Population and development projections; Land use service boundaries; Sub-area studies; Capital Improvements Program (CIP) review and conformity; Comprehensive Plan review; GIS and database management.

- 2.1 Data Collection, Monitoring and Land Use Forecasting:

3.0 Long Range Transportation and Systems Planning

This section identifies systems-level planning tasks; i.e. with implications throughout the planning area and not limited to specific projects.

- 3.1 Long Range Transportation Plan
- 3.2 Intelligent Transportation Systems
- 3.3 Air Quality Planning
- 3.4 Transit and Paratransit Planning
- 3.5 Congestion Management System
- 3.6 Alternative Transportation Modes
- 3.7 Travel Demand Modeling and Forecasting
- 3.8 Policy and Program Development

4.0 Short Range Transportation and Project Planning

This section in the planning work program identifies tasks that result in project-level analysis or those that require near-term attention. This section includes the review and ranking of capital projects, programming; and CIP coordination; conducting/ reviewing development-generated traffic impact studies, major corridor studies, and seeking funding opportunities for capital projects and expand the pedestrian-bicycle trail system.

- 4.1 Transportation Improvement Program (TIP)
- 4.2 Traffic Studies
- 4.3 Major Corridor Studies
- 4.4 Bicycle and Pedestrian Trail and Transportation Enhancements
- 4.5 KDOT Local Partnership Program
- 4.6 Special Projects and Reports

5.0 Transit Exclusive - Wichita Transit Programs and Projects

- 5.1 Section 5307 projects

UPWP WORK ELEMENTS/ TASK DESCRIPTIONS

1.0 Program Support and Administration (ADM)

Program Objective:

This section includes those tasks necessary to manage and support both the planning staff and the planning process. They include staff management, financial management and payroll activities, technical support to and from KDOT, partnering activities among all of the agencies involved in the MPO process, capital equipment purchases and replacements, public involvement and information, development of the UPWP and staff budget, development and update of the TIP process, and printing and copy costs. Applications for and administration of grants, legislative projects, and reports are included.

1.1 Technical and Staff Support for The MPO and Membership.

Program Objective:

Provide overall management of the MPO transportation planning program, and ensure compliance with applicable federal and state requirements. Provide support for the various transportation and MPO related Boards, committees and forums, and ensure communications among and between the committees. Acquire and administer grants and funding resources.

Activities:

1. Provide general administrative and secretarial services for FHWA, FTA, and KDOT supported projects.
2. Prepare and coordinate the adoption of the annual UPWP and supporting grant applications.
3. Promote an administrative process for developing project review and ranking.
4. Maintain required MPO documentation and reporting for project and program grant administration in compliance with federal regulations.
5. Prepare and/or update the civil rights compliance assurances under Title VI.
6. Preparation of quarterly and annual work program progress reports and billings for transmittal to KDOT, as required in the consolidated planning grants.
7. Attend FTA and FHWA and other pertinent planning seminars and workshops as needed for continuing professional education.
8. Provide information on organizational changes to the MPO.
9. Prepare the Transportation and Community System Preservation (TCSP) project grant administration and reporting.
10. Prepare draft resolutions / interlocal agreements to reflect expanded membership of the MPO Policy Body, the TAC, and the CCT.

Products:

1. Development and approval of FY 2006 UPWP and annual budget.
2. FY 2004 final progress report.
3. Quarterly FY 2005 work progress reports and billings.
4. Provide Title VI non-discrimination assurances.

5. Maintenance of records and documents of MPO reorganization, provision of a multi-jurisdictional forum, and development of procedures, bylaws, and memorandums.
6. Development of administrative procedures to rank and select priority projects.
7. Staff support to various meetings.
8. TCSP Project annual report.

Second / Third Year:

This is a continuing program.

Previous Work

1. Participated in and provided meaningful input into the project selection and ranking process of the Coordinated Transit District (CTD) 12.
2. Assisted WT with Transit Mobility issues and recommendations.
3. Assisted WT with documentation and statistical research for re-certification and civil rights compliance under Title VI.
4. Provide organizational options to the MPO Policy Body and the CCT to re-examine the MPO structure.
5. Coordinated meetings with jurisdictions in Butler, Sedgwick and Sumner Counties to extend the urbanized and the planning area boundaries, and to seek input regarding their representation on the policy body and other working committees.

1.2 Public Involvement:

Program Objective:

To comply with the federal and local public participation requirements; to implement good planning practices; to provide opportunities for convenient public access to review and comment on the MPO planning and programming documents, and the data and processes leading to those documents.

Activities:

1. Update and maintain a public involvement program (PIP) for transportation that provides participation by local organizations and citizens in the planning process.
2. Provide opportunity for public review of the proposed / revised PIP, and provide a mechanism for periodic review and reevaluation of the Plan.
3. Coordinate with local organizations such as District Advisory Boards (DABs) for participation opportunities in the planning process for community members.
4. Continue to provide multiple opportunities for citizen input into the preparation and review of the transportation and comprehensive plan amendments.
5. Establish and maintain a record-keeping system that documents official actions of transportation and air quality planning processes and related public review.
6. Advertise the availability of the draft documents for public review and comment. Provide liaison with and attend meetings of public and private interest groups as needed.
7. Provide adequate notice of MPO committee meetings, forums, and focus groups.
8. Develop and refine outreach activities for underserved segments of communities.
9. Assist KDOT with coordination of public reviews.

10. Research potential analytical processes to evaluate the effects of development and transportation investments on communities, from the environmental justice perspective, and refine outreach activities for underserved segments of communities.
11. Develop internet formats as an information and participation medium, and explore options for an MPO Web page.
12. Prepare and maintain a database of community stakeholders for mail and electronic notification of transportation activities.

Products: The products to be completed in this work category include:

1. An updated and implemented PIP for transportation that provides participation by local organizations and citizens in the planning process.

Previous Work This is a continuing work item.

1. 2004drafted public involvement policy and process guidelines.
2. Meetings and presentations with the MPOad hoc Committee on transportation planning and the TAC.
3. Informational Public Meetings on topics such as transportation enhancements, railbanking and corridor studies.

1.3 Supporting Other Committees

Program Objective:

Support multi-jurisdictional cooperation and coordination in regional and transportation planning.

Activities:

1. Coordinate and participate in the Central Plains Quad County Planning Forum quarterly meetings. Provide secretarial services including the preparing and proposing the annual budget, performing studies and responding to questions from the elected commissioners of the four counties.
2. Participate in the Paratransit Council. Provide quantitative analysis of funding requests, and assist in the programming of 5310 and 5311 projects.
3. Participate in Regional Economic Area Partnership (REAP). Provide input to the staff and the member representatives of the.

Products:

Annual ranking of vehicles requested by paratransit providers.

Second / Third Year:

Ongoing participation and service.

Previous Work:

1. The Chief Planner serves as the secretary to the Central Plains Quad-County Planning Forum. Prepared and maintained the annual budget and accounts. Organized meetings, prepared agendas, minutes and provided coordination between staffs and commissioners of the four-county forum. Prepared the decennial compilation of census data for the region and presented findings to the officials.
2. Analyzed and prepared the annual ranking of vehicles requested by paratransit providers.

2.0 Comprehensive Planning and Research

Program Objective:

Areas covered include long-range travel forecasting and modeling including appropriate database development and maintenance for transportation in the entire metropolitan area, system analysis, sketch planning, development or revision of system plans, and activities leading to the LRTP, and travel demand management activities.

2.1 Data Collection, Monitoring and Land Use Forecasting:

Program Objective:

Acquisition and development of information for regional policy and transportation planning areas. These areas include demographic analysis and non-transportation modeling and forecasting activity for land use, housing, human services, environmental and natural resources, recreation and open space, public facilities and utilities.

Activities:

1. Prepare future year estimates for socio-economic and demographic data to be used in the LRTP.
2. Coordinate with federal and state agencies and nearby communities in the revision of the UZA Boundary to reflect changes in development and travel. Revise the UZA Boundary if needed.
3. Update key indicators of transportation and community change reports.
4. Update databases on current population, employment, and land use through 2002.
5. Continue to disseminate socioeconomic data for internal, public, and external agency use.
6. Use Geographic Information Systems (GIS) updates and demographic studies as an analytical and data management tool in spatial work projects including Comprehensive and Transportation Plan updates, and demographic studies. Coordinate and prepare neighborhood plans with emphasis on revitalization.
7. Assist in the implementation of access and mobility components of neighborhood plans.
8. Participate in the evaluation and revision of the Comprehensive Plan for Wichita and Sedgwick County as required.
9. Assist in special area plans and zoning and subdivision activities for Wichita and Sedgwick County which address detailed land use, transportation, capital improvement and service needs for sub-areas of Wichita.

10. Assist in the coordination and review of the Wichita and Sedgwick County CIPs, and verification for conformance with the long-range plan.
11. Coordinate land use and growth plans of all member jurisdictions and incorporate into the comprehensive plan and the transportation demand model.

Products: The products to be completed in this work category include:

1. 2005 Report on Annual Development Trends.
2. 2005 Key Indicators of Community Change.
3. Future demographic projections.
4. Future land use growth scenarios.
5. Review of Census Transportation Planning Package data: prepare summary reports if needed.
6. Development of updated employment database.
7. Adoption of the Comprehensive Plan.

Second / Third Year:

Update annual reports and reviews.

Previous Work:

1. Adoption of the Wichita-Sedgwick County Comprehensive Plan (July 2000).
2. 2004 Report on Annual Development Trends.
3. 2004 Key Indicators of Community Change.
4. Updated population, dwelling unit, and employment databases.

3.0 Long Range Transportation and Systems Planning

3.1 Long Range Transportation Plan

Program Objective:

The LRTP provides the basis for transportation investment of regionally significant projects and programs within the metropolitan region. The LRTP is updated at least every five years. The next update of the LRTP is due March 15, 2005.

The LRTP update will be done by a consultant. The scope of the activities that will be done by the consultant include the following items.

Activities:

1. Explore and monitor measures of regional mobility to record and analyze traffic operations in the region.
2. Prepare a report and newsletter highlighting transportation system changes, existing traffic problems, and state of the transportation system.
3. Evaluate existing development trends in land use and their impacts on the existing and planned transportation network.
4. Conduct LRTP workshop for confirming schedules, committees, and procedures.
5. Conduct travel demand studies for future scenarios based on best available demographic and growth scenarios.
6. Present findings from technical studies to the Technical Advisory Committee, the MPO, the District Advisory Boards of the City of Wichita, and the governing bodies.
7. Compile technical studies and public comments, and prepare the draft Transportation Plan.

Products:

1. Reports and analysis on current status and future transportation needs.
2. Update the 2030 Transportation Plan.
3. Update to the transportation computer model.

Second / Third Year:

This is a continuing work item. Emphasis will be on completing the LRTP as per the objectives and strategies of the plan.

Previous Work:

This is a continuing work element. Previous work items include:

1. Development of a computer model transportation network.
2. Model calibration based on an expanded network and updated demographic and employment data.
3. 2030 land use and socio-economic data forecast.
4. Adoption of the 2030 Transportation Plan.
5. Preparation of an Urban Growth Map.

6. Revising the Federal Roadway Functional Classification Map to reflect changes in the UZA Boundary, and regional travel patterns.
7. Updated the transportation planning models and databases for travel demand modeling by verifying trip generation rates, updating the speed capacity tables, investigating alternative modeling techniques, and continuation of the updates to the transportation network for the metropolitan region using QRS software.

3.2 Intelligent Transportation Systems

Program Objective:

To develop the regional architecture for ITS for incorporation in to the LRTP; to coordinate planning and design studies and the programming of Federal, State, and local funds.

Activities:

1. Coordinate activities between partnering jurisdictions, and propose projects and studies under the Wichita set-aside and federal funding category.
2. Manage the financial distribution of set-aside and federal earmarks funds.
3. Assist member jurisdictions prepare scope of work for consultants.
4. Seek funding opportunities and prepare funding applications as needed.
5. Work with Federal and State officials in the administration of previously secured federal ITS earmarked funds.
6. Emphasize safety and security, one of the five planning emphasis areas (PEA) for 2005, in the planning and design of the Advanced Transportation Management System (ATMS).
7. Assist in developing the scope of services, reviewing proposals, and analyzing studies associated with design of the ATMS, Automatic Vehicle Location / Mobile Data Terminal (AVL/MDT), and Signal System update.

Products:

1. Wichita-area ITS/RA plan.
2. Incorporation of the ITS/RA into the LRTP.

Second / Third Year:

1. .Continue studies and design of signals, ATMS, and AVL systems.
2. Coordination leading to implementing the Wichita ITS Set-aside Memorandum of Understanding (MOU).
3. Coordination leading to the programming and completion of the AVL/GPS and communications study.

Previous Work:

1. Completion of Tier I and Tier II levels of RA development.
2. Review of the AVL/MDT study.
3. Review and research of scope of services for the Signals Update and RA projects.
4. Coordination among member jurisdiction.

3.3 Air Quality Planning

Program Objective:

Improve awareness of air quality issues and develop the technical and analytical capabilities of staff.

Activities:

1. Continue efforts leading to the development of air quality modeling, evaluation, and programming capabilities.
2. Participate in Voluntary Ozone Reduction Task Force, and assist in developing local emission reducing priorities.
3. Participate in EPA Air Quality Committee.
4. Continue to inform and apprise the MPO and the governing bodies on air quality issues.

Products:

Prepare documentation for education and information exchange.

Second / Third Year:

Continue development of the air quality modeling, evaluation, and programming capabilities.

Participate in Voluntary Ozone Reduction Task Force.

Participate in EPA Air Quality Committee.

Previous Work:

1. Completion of a baseline emissions inventory of air quality in the region.
2. Listing voluntary emissions reduction strategies for Air Quality, and assisting the Air Quality Improvement Task Force to establish priorities.

3.4 Transit and Paratransit Planning

Program Objective:

Assist and participate in public transportation and transportation activities and planning for the elderly, handicapped, and low-income members of the community. Provide alternative transportation options to the private motorized vehicle.

Activities:

1. Participation in the activities of Paratransit Council Inc.

2. Assist the Paratransit Council review and rank FTA 5310 and 5311 projects.
3. Participation in the activities of the Coordinated Transit District.
4. Assist WT in ADA and mobility issues and activities.
5. Assess the impact and devise the work plan for a coordinated effort of multiple agencies and surrounding counties around Wichita, in the scheduling and transportation of paratransit and Medicaid passengers, and maintenance of the associated transit vehicles. The project would take into consideration a centralized maintenance and scheduling operations facility.
6. Assist WT in exploring and securing funding opportunities.

Products:

1. Annual ranking of all applications for FTA 5310 and 5311 funding.
2. Feasibility study for a centralized, multi-county, maintenance, operations and scheduling center.

Second / Third Year:

Participation in the activities of Paratransit Council Inc.
 Participation in the activities of the Coordinated Transit District.
 Assist WT in ADA and mobility issues and activities.
 Assist in the development and funding of the "free ride days" campaign.

Previous Work:

1. Assisted WT with grant applications.
2. Assisted WT, the CTD #12 and paratransit providers in their paratransit services activities.
3. Participation in the Wichita Transit Mobility Advisory Task Force.

3.5 Congestion Management System

Program Objective:

To monitor arterial traffic flow and to evaluate the type and severity of congestion within the region; identify and recommend mitigation options and alternatives, and implement selected actions.

Activities:

1. Review, update and document the regional Congestion Management System (CMS) for this Transportation Management Area (TMA).
2. Perform speed and delay studies along select arterial streets and highways using GPS and "floating car" method procedures.
3. Maintain speed and travel diaries.
4. Incorporate traffic count programs administered by state and local jurisdictions, and map the volume-based congestion areas to verify GPS-based delay studies.

Products:

1. An updated regional CMS and documentation.
2. Incorporation of traffic forecasts from data acquisition and development sections into the CMS activities.
3. Annual report on measured congestion along select arterial streets.

Second / Third Year: This will be a continuing work element and is intended to be re-evaluated and updated on an annual basis.

1. Expansion of traffic speed and delays monitoring to additional streets and highways.
2. Identify indices of speed/delay for major streets and highways, and incorporate the congestion "scores" in the overall TIP project ranking process.
3. Provide speed/delay databases to traffic engineers from the responsible jurisdictions, and to further assist member jurisdictions in prioritizing transportation improvement projects.
4. Incorporate congestion-based parameters as a tool to identify and prioritize capital and system management projects. This activity addresses the PEA on Consideration of Management and Operations within Planning.

Previous Work: This is a continuing work element.

1. Investigation into tools and programs to gather data on arterial streets.
2. Conducting a pilot study using GPS, GIS, and data logging software.

3.6 Alternative Transportation Modes

Program Objective:

The examination of alternative transportation modes and preservation of corridors for alternative transportation modes. The identification of passenger, freight, and goods movement through and within the region, and strategic and tactical planning to improve this movement.

Activities:

1. Work with BNSF and K&O Railroad to identify alternative freight routes through Northwest Wichita, and to explore grade separation options in North Wichita.
2. Determine the existing and future needs for intermodal, multi-modal, and freight facility planning and projects.
3. Acquire freight and related travel data.
4. Assist with railroad planning, as needed.
5. Right of way acquisition during roadway reconstruction and development for trail and other transportation modes.
6. Monitor passenger rail environment and events; monitor other rail related and potentially innovative transportation modes.

Products:

Railbanking agreements with railroads to secure corridors for rails-to-trails in lieu of abandonment.

Trail Plan, CKR Corridor (West Wichita).
Trail Plan, BNSF Corridor (East Wichita).

Second / Third Year:

Update freight and related travel data.
Continue right of way preservation on abandoned railway right of way by submitting applications for Notice of Interim Trail Use (NITU).
Pursue alternative mode right of way during roadway reconstruction and development.
Monitor passenger rail and any innovative rail transportation.

Previous Work:

1. CKR railroad right of way has been preserved through interim trail use.
2. Interim trail use is being initiated with the BNSF Railroad.
3. Meetings have occurred with proposed intermodal and multi-modal advocates.
4. Meetings and discussions with BNSF and the K&O Railroad to identify alternative freight routes in NW Wichita.
5. 21st Street Corridor Revitalization Study and review of transportation railroad infrastructure options.

3.7 Travel Demand Modeling and Forecasting

Program Objective:

The analysis and forecast of traffic and travel demand on the transportation system based on expected economic activity, societal activities, and future land uses along with their probable impacts on the transportation system.

Activities:

1. Calibrate and validate the transportation forecast/demand model.
2. Run the "Existing & Committed" network for 2002.
3. Establish future land use scenarios and compute socio-economic data by TAZs for each scenario.
4. Update mobility reports of existing and future travel demand.
5. Evaluate and update the transportation planning models and databases for travel demand modeling. This includes verifying trip generation rates, updating the speed capacity table, investigating alternative modeling techniques, and continuation of the updates to the transportation network for Wichita. (Also listed as LRTP item).

Products:

Analysis of current and future travel demand, and a listing of capacity-related transportation facility deficiencies and needs.

Second / Third Year:

Review alternative transportation modeling techniques and software to provide better analysis of future travel demand. This work item addresses the PEA regarding Enhancing the Technical Capacity of the Planning Process.

Previous Work:

1. Expansion of the physical network to include all arterial streets in the new UZA.
2. Integration of 2002 demographic and employment attributes into TAZs.

3.8 Policy and Program Development

Program Objective:

The development of a program, project, or policy that will be integrated into a larger process or plan.

Activities:

1. Adopt the street project selection criteria and project application process.
2. Incorporate congestion management and pavement management considerations within the project selection criteria as a way to address the PEA regarding management and operations within Planning.
3. Adopt or revise bylaws of the MPO and its sub-committees to include expanded membership.

Products:

1. Project application process- ongoing.
2. Revised bylaws/agreements of the MPO, and its advisory committees.

Previous Work:

1. Drafted technical criteria and an application process to guide local jurisdictions through the TIP process.
2. Organized multiple meetings with federal, state, and local officials to explore ways of adding representatives to the MPO policy board.
3. Presented MPO expansion and options to the Sedgwick County Association of Cities to solicit input from small cities.

4.0 Short Range Transportation and Project Planning

Program Objective:

To provide short-range transportation system and project-level planning and analysis for projects proposed within the next three to five years. Also included are Investment Studies (Major Investment Studies-MIS corridor and sub-area studies), cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

4.1 Transportation Improvement Program (TIP)

Program Objective:

The development and adoption of a TIP with a three-year triennial element and a two to three year projection of transportation related capital improvements for the Wichita metropolitan planning area. The TIP is a process for selecting and scheduling all federally funded and regionally significant state and local projects in a manner consistent with the regional long-range plan. The TIP is updated at least every two years.

Activities:

1. Receive priority project applications from the cities and counties, and review and rank projects through the TAC.
2. Consult with cities and counties in the planning area in the ranking of projects in their respective annual CIP.
3. Develop an operational process for transportation project review and ranking.
4. Complete TIP amendments as necessary.
5. Receive recommendations for projects to be included in the TIP from: KDOT, City of Wichita, Sedgwick County, WT, Wichita Airport Authority (for informational purposes), and cities within Sedgwick County and the new MPO planning area.
6. Assist in the preparation of WT Services' financial capacity.
7. Include public involvement process in development of the draft TIP.
8. Provide a list of projects obligated in the past federal fiscal year using federal funds, and make the list available to the public.

Products:

The product to be completed in this work category are:

1. An approved TIP document.
2. An adopted project selection and ranking procedure.
3. An annual obligation listing of projects.

Second / Third Year:

The TIP is a continuing process required by the funding agencies, and will be produced in the second and third years using a revised methodology.
Develop the new TIP using a revised annual schedule for TIP development.

Accept project applications using a new project application process for each project type.
Develop a TIP programming workshop and materials.

Previous Work:

The TIP is an annual work item. However, three amendments were approved to date in 2004.

4.2 Traffic Studies

Program Objective:

To analyze impacts of development proposals to identify mitigating measures; to integrate current planning activities with transportation planning, and to provide data, analysis and recommendations to member jurisdictions, KDOT and other planning and design engineers.

Activities:

1. Update and consolidate the inventory of annual traffic counts.
2. Provide traffic projections and system support for project design to KDOT and local public works departments.
3. Assist the City of Wichita and Sedgwick County with site development reviews for access management.
4. Assist, coordinate, and review traffic studies prepared as part of major development initiatives.
5. Review major development applications and subdivision plats for access management, site circulation, and impact assessment on the arterial street network.

Products:

Corridor and traffic impact studies, as required.

Second / Third Year:

This is an ongoing program.

Previous Work:

1. Traffic impact studies in connection with applications for land development.
2. Traffic projections for system enhancement applications.

4.3 Major Corridor Studies

Program Objective:

To study the need for future transportation corridors and to provide a method of determining and selecting alternatives.

Activities:

1. Examine guidelines and policies to implement corridor preservation techniques for future transportation facilities
2. Coordinate the South Area Transportation Study (SATS), including project administration and management of consultant work programs.
3. Assist KDOT and local officials with the Northwest Bypass Study.
4. Assist Sedgwick and Reno Counties with project management and technical reviews of the K-96 Corridor Study.
5. Assist Sedgwick County with corridor studies along, K-42, and K-15 routes if such projects are initiated.
6. Assist Sedgwick County and Butler County with corridor studies along the K-256 highway.
7. Incorporate environmental review processes within the scope of work for planning major transportation projects.
8. Identify alternative strategies for rail separation in the north-central industrial corridor.
9. Identify street and highway improvements in the north-central industrial corridor that provide safe and efficient transportation to existing and future developments within the 21st Street Revitalization Study area.
10. Compute traffic projections for use in planning and design of major transportation corridors.

Products:

1. SATS, in progress.

Second / Third Year:

Approved SATS.

Study other corridors and high transportation priority areas.

Previous Work:

1. Traffic impact studies in connection with applications for land development within the proposed NW and South study areas.
2. Provide traffic projections for system enhancement applications including the NW Bypass, and US-81 and I-135.
3. Review findings and geometric improvements associated with US-81 Corridor study.

4.4 Bicycle and Pedestrian Trail and Transportation Enhancements

Program Objective:

To explore alternatives and opportunities to expand the pathway system.

Activities:

1. Review and refine the “Pathways” map from the adopted Parks and Pathways plan.

2. Expand bicycle and pedestrian trail development through NITU agreements and right of way preservation on abandoned railway right of way.
3. Coordinate a “grass-roots up” enhancement application process that includes public involvement with neighborhoods, civic groups and all member jurisdictions.
4. Provide technical and programming assistance to member jurisdictions in preparing plans under the enhancements category for submission to KDOT.

Products:

1. Updated bicycle and pedestrian trail and pathway plan.
2. Compilation of enhancement applications for MPO approval.
3. Development of enhancement applications as required by KDOT.

Second / Third Year:

Submittal of transportation enhancement applications.

Previous Work:

1. Provided assistance to neighborhood groups and small cities to prepare applications for transportation enhancement funding.
2. Submitted seven applications to KDOT through the MPO review process.
3. Coordinated with two railroads to seek alternatives to rail line abandonment, and secured railbanking on segments of the CKR corridor in west Wichita.
4. Continued negotiating with the BNSF to secure railbanking on a section of BNSF track in east Wichita.

4.5 KDOT Local Partnership Program

Program Objective:

To coordinate the development of project priorities for submission to KDOT under the Local Partnership Program.

Activities:

1. Identify and develop priority projects in coordination with local officials.
2. Prepare, or assist in the preparation of project applications.

Products:

Local partnership project applications.

Second / Third Year:

Local partnership project applications.

Previous Work:

1. MPO prepared and processed six applications..

2. Assisted KDOT in the field review of application projects.

4.6 Special Projects and Reports

Program Objective:

To prepare reports and applications that assist in implementing projects and program objectives of the LRTP.

Activities:

1. Prepare the annual Transportation and Community, and System Preservation (TCSP) report for the two pedestrian bridges that cross the Arkansas and Little Arkansas Rivers.
2. Prepare briefing papers and informational reports in an effort to seek federal or state funding.

Products:

Annual Arkansas River Pedestrian Bridge project TCSP report and project analysis upon completion of the project.

Second / Third Year:

Annual status report for the Arkansas River Pedestrian Bridge project TCSP.
Project analysis of the TCSP Arkansas River Pedestrian Bridge project

Previous Work:

1. Annual status report for the Arkansas River Pedestrian Bridge project TCSP
2. Application for ITS Federal funding for FY 2003
3. Assist City of Wichita and the Kansas World Trade Center in securing federal funds for the International Trade Processing Center.

5.0 Transit Exclusive – Wichita Transit Programs and Projects

5.1 Section 5307 Projects

Program Objective:

To provide transportation alternatives to those people in the region that choose not to, or are unable to drive a personal vehicle. This program provides transportation services for elderly, low income, and the handicapped members and visitors to the region through handicapped accessible fixed route services and paratransit services.

Activities:

1. Establish and promote a formal travel-training program for using WT accessible fixed route buses.
2. Evaluate current disability awareness and sensitivity training provided to paratransit drivers and other staff of transportation providers.
3. Prepare transit elements for TIP.
4. ITS: Participation in processes establishing a regional architecture.
5. Implement Operations Management Information Systems (OPS-MIS) / Customer Service / Maintenance Management Information Systems (MAIN-MIS).
6. Complete an Automatic Vehicle Locator (AVL) Study.
7. Participate in locally coordinated Emergency Plan exercises.
8. Implement video security systems in Transit Center (TC), Transit Operations Center (TOC), on fixed route buses and on paratransit vans.
9. Retain a consultant to complete the Transit Development Program (TDP).
10. Study the feasibility of a ~~Initiate~~ Downtown Shuttle.
11. Continue Vanpooling activities through Access to Jobs.
12. Continue Park and Ride reviews.
13. Initiate Northeast Corridor BRT Study.
14. Shelters / benches location study, including ADA accessibility.
15. Re-certify existing and future ADA eligible paratransit customers using a new eligibility application and process.
16. Analysis of environmental barriers within ¾ mile of Wichita Transit fixed transit routes.
17. Implement vanpool program for the Access to Jobs Program.
18. Evaluate the feasibility of providing evening transit service to Access customers.

Products:

1. Complete transition to Data Stream maintenance MIS reporting system.
2. Replacement of old benches, installation of additional shelters, and assuring ADA accessibility compliance.
3. Providing baseline information regarding the numbers of elderly and disabled persons currently using the communities various transportation services.
4. Providing baseline information about the numbers of disabled or elderly persons whose transportation needs are not being met.
5. Achieving the intent of the ADA to mainstream disabled persons to accessible fixed route transit.
6. Travel training to assist with moving disabled customers to the less expensive fixed route buses.

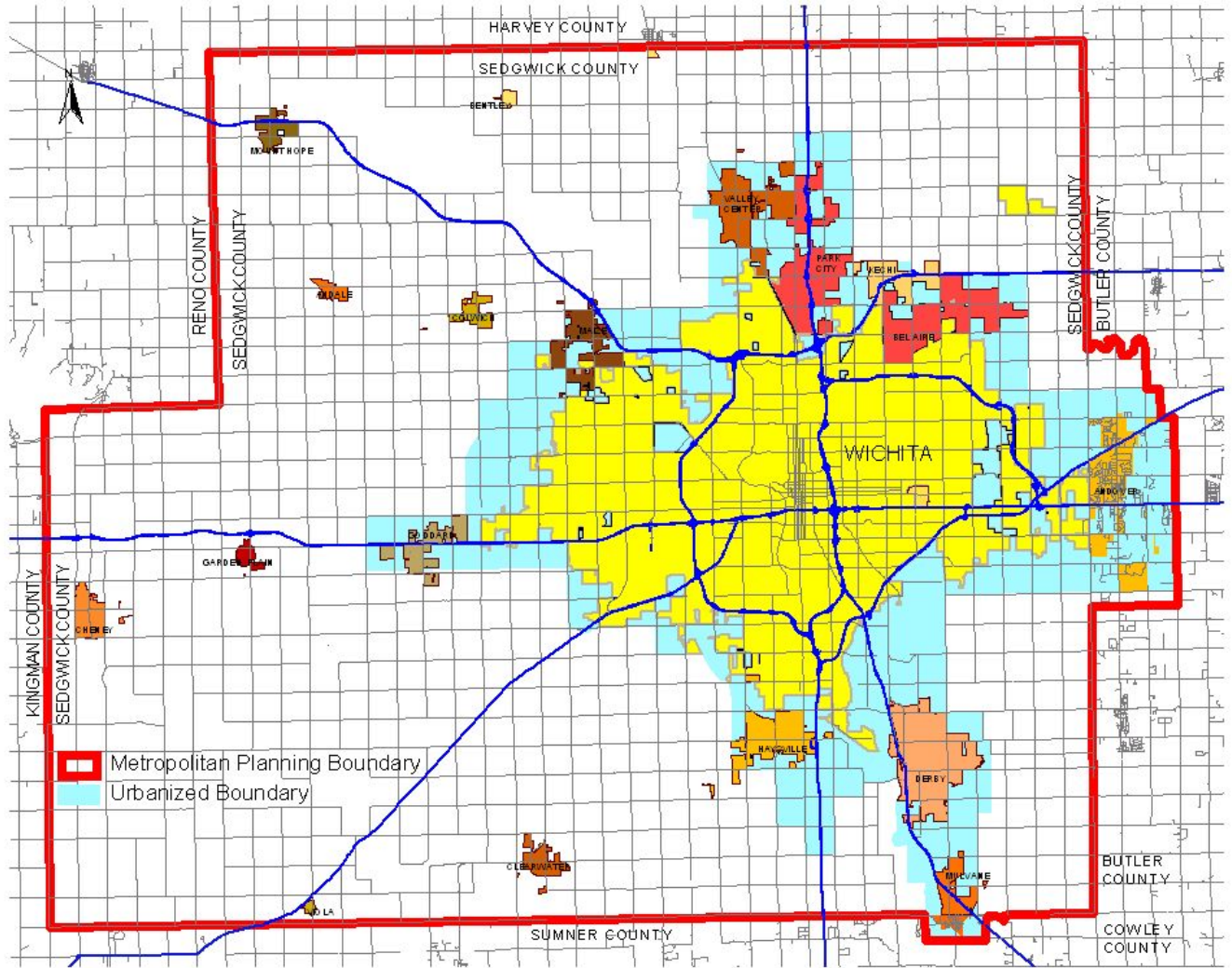
7. Identifying environmental barriers along transit routes that prevent use of fixed route buses by disabled persons.
8. Vanpooling ACCESS clients to places of employment.
9. Evening transit services for ACCESS clients will more fully meet client needs.
10. Identification of load factors and assessment of the effect of possible service changes on minority and low-income populations.

Second / Third Year:

This will be a continuing work element and will be reevaluated and updated on an annual basis.
Automatic Vehicle Location / Global Positioning System acquisition and integration.
Transit-related studies.
MDT's / OPS MIS.

Previous Work: This is a continuing work element.

1. Mobility Planning Project (Project Action – Easter Seals)
2. Continue to utilize the Mobility Planning Committee (MPC) and the Advocate Committee for Transportation Activities (ACTA) for ADA issues and concerns.
3. Examine current transportation programs available to elderly and disabled persons.
4. Reestablish ADA Paratransit Eligibility criteria based on a client's functional ability to utilize Wichita Transit accessible fixed route buses.



Wichita Sedgwick County
Metropolitan Planning Boundary

Acronyms Commonly Used

AQ	Air Quality
“3C”	Continuing, Comprehensive, and Cooperative
CAAA	Clean Air Act Amendments of 1990
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CPG	Consolidated Planning Grant
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
ITS	Intelligent Transportation Systems
LRTP	Long-range Transportation Plan
MIS	Major Investment Study
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NHS	National Highway System
PL	Planning funds
SIP	State Implementation Plan (for air quality)
SOV	Single Occupant Vehicle
SPR	State Planning and Research funds
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zones
TDP	Transit Development Plan
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
Title VI	Title VI of the U.S. Civil Rights Act of 1964, as amended
TMA	Transportation Management Area
UPWP	Unified Planning Work Program
UZA	Urbanized Area
VMT	Vehicle Miles Traveled

Definition of Terms That May Be Used In This Document

Terms used in this document are derived from, and conform to, 23 U.S.C.

Consultation means that one party confers with another identified party and, prior to taking action(s), considers that party's views.

Cooperation means that the parties involved in carrying out the planning, programming and management systems processes work together to achieve a common goal or objective.

Coordination means the comparison of the transportation plans, programs, and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and adjustment of plans, programs and schedules to achieve general consistency.

Maintenance area means any geographic region of the United States designated nonattainment pursuant to the CAA Amendments of 1990 (Section 102(e)), 42 U.S.C. 7410 et seq., and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act as amended (CAA), 42 U.S.C. 7410 et seq.

Major metropolitan transportation investment means a high-type highway or transit improvement of substantial cost that is expected to have a significant effect on capacity, traffic flow, level of service, or mode share at the transportation corridor or sub-area scale.

Management system means a systematic process, designed to assist decision-makers in selecting cost effective strategies/ actions to improve the efficiency and safety of, and protect the investment in the nation's infrastructure. A management system includes: identification of performance measures; data collection and analysis; determination of needs; evaluation, and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions.

Metropolitan planning area means the geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act must be carried out.

Metropolitan planning organization (MPO) means the forum for cooperative transportation decision-making for the metropolitan planning area. MPOs designated prior to the promulgation of this regulation remain in effect until redesignated in accordance with § 450.106.

Metropolitan transportation plan means the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Nonattainment area means any geographic region of the United States that the Environmental Protection Agency (EPA) has designated as a nonattainment area for a transportation related pollutant(s) for which a National Ambient Air Quality Standard (NAAQS) exists.

Regionally significant project means a project (other than projects that may be grouped in the STIP/TIP pursuant to § 450.216 and § 450.324) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.

State Implementation Plan (SIP) means the portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under sections 110, 301(d) and 175A of the Clean Air Act (42 U.S.C. 7409, 7601, and 7505a).

Statewide transportation improvement program (STIP) means a staged, multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIPs and processes.

Statewide transportation plan means the official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

Transportation improvement program (TIP) means a staged, multiyear, intermodal program of transportation projects consistent with the metropolitan transportation plan.

Transportation Management Area (TMA) means an urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affected local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s).